

**DC Ranch Parcel T4b
Development Review Board
Project Narrative
Case # 162-PA-2005**

OVERVIEW

DC Ranch, L.L.C. with Canyon Residence at Silverleaf, L.L.C. (the "Developer") are the owner and developer, respectively, of approximately twelve and three quarter (12.75) acres of land located east of Thompson Peak Parkway and Union Hills Drive within the Town Center area of DC Ranch (the "Property"). The Property is zoned Planned Commercial Community (PCC) and Single Family Residential (R1-10) with a Planned Community Development (PCD) district overlay. Based on the location of the Property within the Town Center portion of DC Ranch, development of the Property is subject to the Amended Town Center Generalized Design Concept previously approved by the City Council in addition to the PCC and R1-10 PCD amended development standards.

REQUEST

The Developer is requesting Development Review Board approval of the elevations, site plan and landscape plan for the proposed residential project.

CONTEXT

In addition to the proposed development of the Property, there are existing and proposed developments immediately adjacent to the Property. Specifically, the DC Ranch Village Health Club and Spa (the "Village Club") is located immediately west of the Property and recently opened for business. The Village Club will provide an amenity to the residences of the Property. Additionally, Canyon Village, an approximately five (5) acre commercial center west of the Property, is designed to have approximately 79,000 square feet of office, restaurant, and retail uses in several buildings and will include a parking garage to make the compact site work.

DESCRIPTION OF PROJECT

The Property will develop primarily for residential uses integrated with the commercial uses of the Village Club and Canyon Village. Specifically, within this portion of the Town Center there are seven (7) multi-story buildings which will contain approximately 213 condominium units and 23,200 square feet of commercial space which may include retail, office, and restaurant uses. Additionally, surrounding the condominium buildings on the north and south there will be twenty nine (29) single-family detached homes. The single-family homes will be on lots which range in size from approximately 6,000 square feet to 15,000 square feet. The parking for the development will primarily be in underground parking garages for the condominiums and commercial uses and attached garages for the single-family homes. Guest parking will be provided in the underground

structure as well as along the interior street. This proposal amends the approval of building "E" of Canyon Village, replacing it with this new mixed use building; adds parking in the north east corner of the Canyon Village site, and adds a new building to the base of the communications tower approved as part of Canyon Village.

ARCHITECTURE OF PROJECT

In north Scottsdale, Union Hills Drive will be an important connection between the Stacked 40s mixed-use center at Scottsdale Road, other potential centers at the intersections of Hayden and Pima Roads, ending at Canyon Village. This project is designed to be the "Grand Dame" crowning the end of Union Hills Drive and announcing Canyon Village as a neighborhood destination. The multi-story condominium and mixed use buildings complete the ring wrapping the park at the end of Union Hills Drive just east of Thompson Peak Parkway. The 56' high European buildings with 75' high mechanical enclosures provide the strong visual terminus that a street like Union Hills Drive requires.

Building "E" is the iconic building on axis with Union Hills Drive at the east end of the park. This building includes a mix of commercial and residential uses behind a very symmetrical European façade designed to be a complementary architectural accent to the already approved buildings of Canyon Village and the Village Club (on the north and south sides of the park respectively). Building "E" is "shouldered" by pedestrian bridges that cross to the Village Club and Building "J". These bridges arch over the roadway providing definition to the urban space as well as a subtle reminder of the sloping conditions of this project. Building "E" also bridges over the roadway to connect to Building "L" creating a series of exterior courts surrounding the back side of Building "E". Building "E" sits proud to the park with a staircase ascending from the roadway in front (west) of the building to the open breezeway through the center of the building. This two story hallway continues down the length of Buildings "E" and "L" opening to the view and the Beardsley Wash corridor on the back (east) side. In the center of Building "L" a court with a common pool splits the building into two parts. These are connected by bridges creating a north south breezeway bisecting the building providing pedestrian access at the ground level. Building "L" is symmetrically massed because of its formal location, but steps down in height to a two story facade along the Beardsley Wash.

Buildings "K" and "M/N" flank the central Buildings "E" and "L". These buildings are connected by open structures on the ground level to provide a tight European feel to the Union Hills façade, but are less formal and symmetrical in massing and architecture. Building "K" sits a bit above the central buildings and provides a concave backdrop to Building "J" creating an intimate court between them. The uses of the courtyard are buffered from the first floor residential units by casitas creating private outdoor spaces at the ground level. Building "K" also provides iconic architecture on axis to the interior entry park just off of East Siesta Lane. This accenting portion of building "K" comes forward in the urban setting to keystone the park that is enclosed on its other sides by

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multi-story single family homes. Garages for these interlocking single family homes are accessed off of shared driveways to reduce the garage presence on the street. The homes will sit proud to street with some accessed from central courtyards overlooking the axial entry park. The park also opens up the long views to the McDowell Mountains, specifically Tom's Thumb for building "K"

Building "J" sits high to building "E" and the rest of the commercial uses in Canyon Village. This building encompasses the base of the communications tower approved as part of the Canyon Village project. Building "J" will have an elevated, skewed view over the park at the end of Union Hills and provide interest to the vehicular entry to the northern areas of Canyon Village. Building "J" is serviced by a loading ramp with access from the north areas of Canyon Village.

Building "M/N" on the south side of the central buildings encloses on three sides its own courtyard. This space extends to the single family homes along the wash side. The courtyard is designed in the European tradition of providing hardscape from building façade to building façade with planters and the roadway defined within the greater space. To accomplish this we are requesting that the paved surface be allowed to continue from building to building with little definition for the roadway, and that buildings and walls are allowed to come up to the back of the travelway to keep the tightness of the urban fabric. We are also requesting that setbacks to garages be measured from the travel way so that some of the driveways may appear to be incorporated into the plaza spaces rather than typical suburban front yard elements. Casitas along the western edge of Building "N" buffer first floor views of the Village Club parking lot while permitting the upper levels stunning views of the city lights and Camelback Mountain.

Building "O", to the south of Building "K", provides focal architecture to the entry drive south of the Village Club. Casitas along the western edge buffer first floor views of the Village Club parking lot while permitting the upper levels stunning views of the city lights and Camelback Mountain. European courts extend from the building both to the south and to the east to provide intimate, elegant exterior spaces between Building "O" and the surrounding single family homes along the southern boundary of this property and along the Beardsley Wash. The height of Building "O" steps down on the southern edge to soften the transition at the southern end of Town Center.

All of the buildings are serviced by underground parking structures. The structures are accessed by ramps that extend from the ends of the one-way streets on the north and south side of the park at the end of Union Hills Drive. The connected, multi-level parking structures are also accessed by a ramp on the south end of Building "O" providing access to Silverleaf and its amenities. Trash service for these buildings will be provided by a private trash service with collection points in the parking structure. Visitors to the buildings can find guest parking along the interior drive and at the east end of Union Hills extension. Valet service for visitors and residents will be provided between Buildings "E" and "L" on the ground level.

OPEN SPACE

The open space requirements for parcels located within the Town Center area of DC Ranch have been carefully planned for the area as a whole and are clearly outlined in the Amended Town Center Generalized Design Concept. Included in this submission is an updated tracking of the Open Space and Land Use Budget which outlines how and where the Town Center open space requirements are being met.

Within the project, intimate open spaces will be created between buildings, in European courts which include roadways and in formal park settings. In addition to the existing park at the end of Union Hills Drive, a formal park will be created at the entrance to this project from Silverleaf. This park will open to the northeastern view of Tom's Thumb within the McDowell Sonoran Preserve. This park will be defined by flanking one-way streets, two-story single family homes, and Building "K" on axis. Off of the sides of this park two private courtyards are formed. These courts sit high to the park and offer charming entrances to the single family homes that surround them. Intimate open spaces exist between several of the buildings. Many of these spaces include dramatic changes in grade and incorporate retaining walls, steps, lifts, and architectural features to do so. These spaces are generally over the parking garage because of this, landscape is contained within planter beds. Hardscape in the form of decorative pavers is the major landscape element both in these spaces and in the European courts. In these spaces planter beds and boxes are cut into the hardscape rather than the typical suburban condition which reverses these roles. These spaces and the European courts include fountains, art, and shade structures to provide focal points and interest. The European courts transform the internal roadway into a series of urban spaces. These spaces extend hardscape in the form of decorative pavers from building to building. The roadway through these spaces is only minimally defined and separate spaces for driveways and guest parking are not strongly defined. Vegetation in planters and trees with grates add to the urban character of these elegant spaces. Courts are also formed by surrounding building masses. These interior courts take on resort like qualities. While they are still located over parking garages and planting is limited, the sheltered location of these courts will allow for a lush, tropical landscape around pools and water features.

Along the Beardsley Wash a native plant pallet will be used to blend the urban landscape to the natural wash condition. Perimeter walls will be used along this frontage to assist with this transition.

ACCESS

Access to the Property will be provided from *Siesta Lane* to the north of the Property and from the private portion of Union Hills Drive east of Thompson Peak Parkway. Additionally, there will be a pedestrian connection from the Property to the comprehensive DC Ranch path and trail system within the Beardsley Wash which will

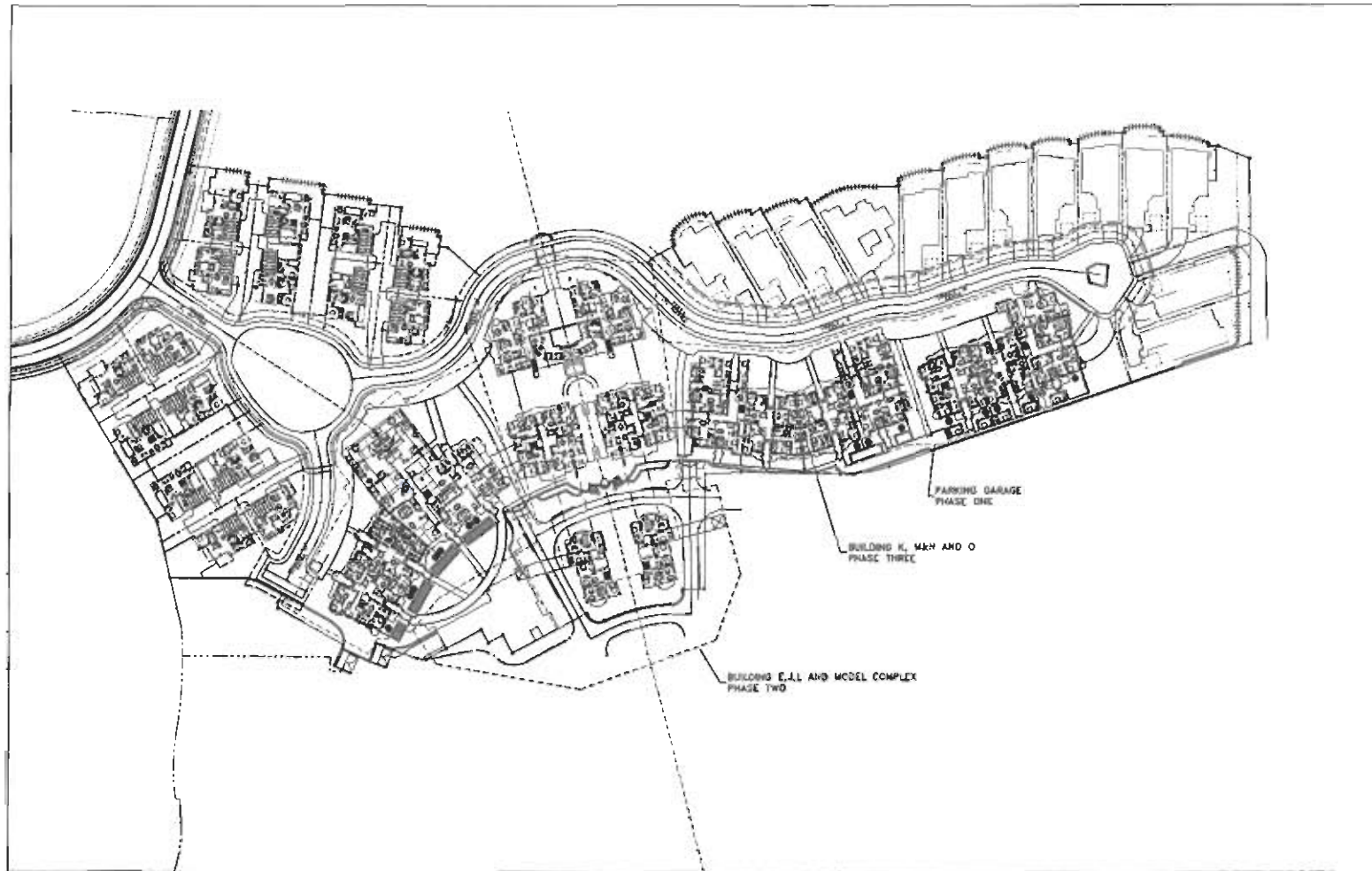
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encourage non-vehicular modes of transportation and pedestrian activity in and around the development. Secured pedestrian access will be provided at several locations between this project and the adjacent Town Center Parcels to encourage pedestrian activity.

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PHASING PLAN



LEGEND TEXT	

78-DR-2005
09/21/05

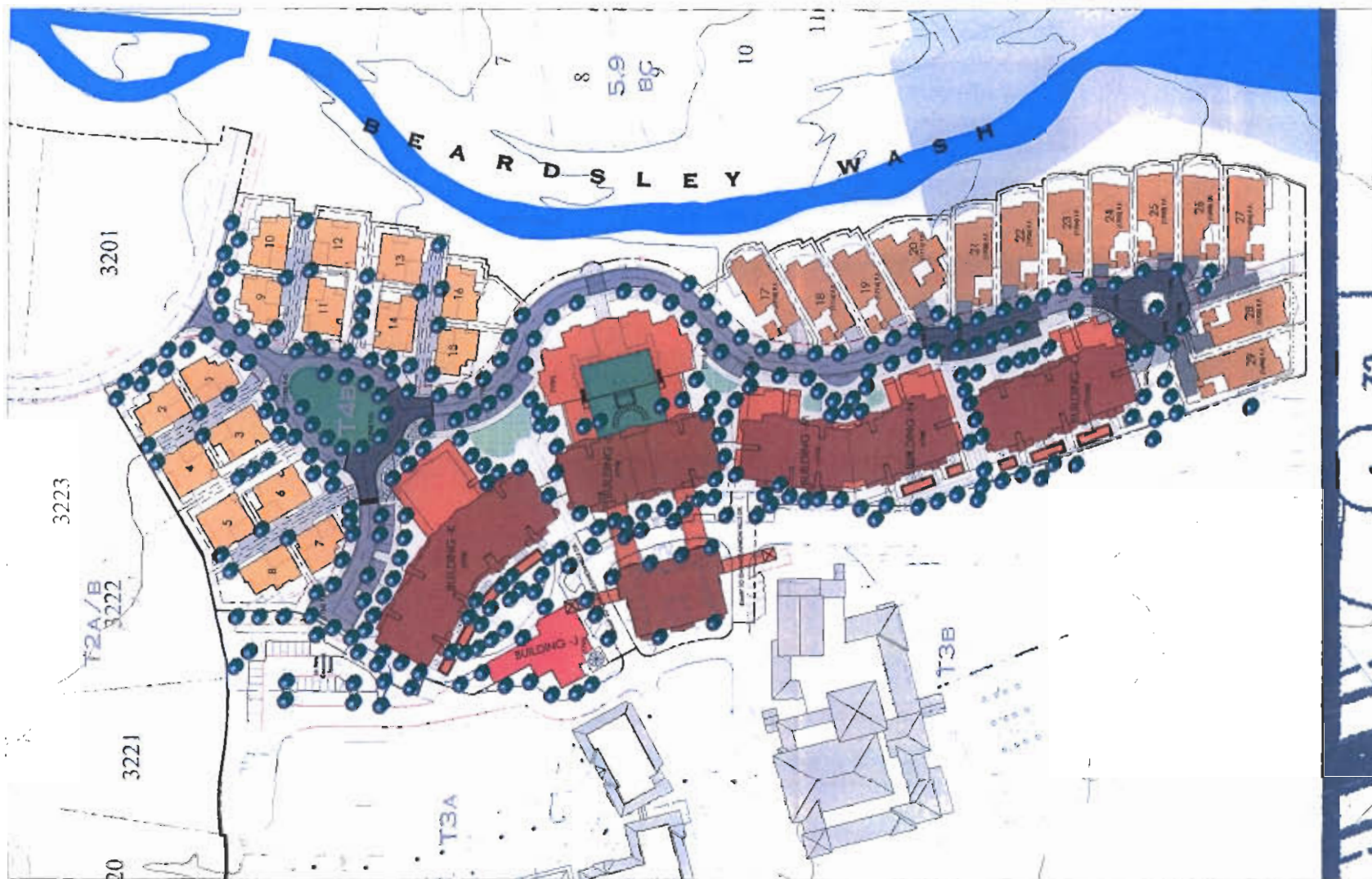
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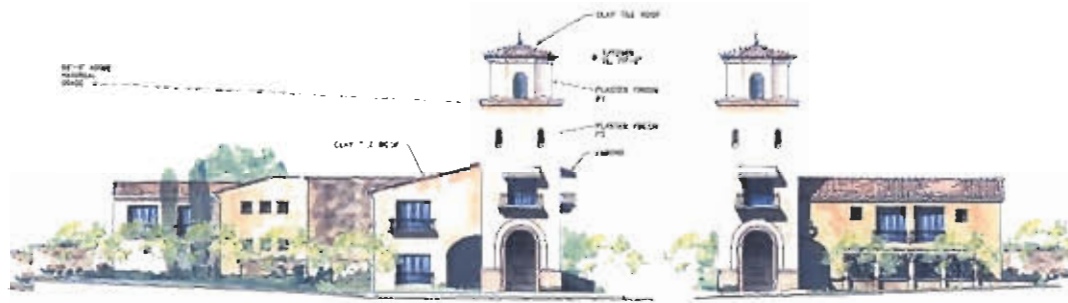
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WEST ELEVATION

NORTH ELEVATION

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BUILDING K ELEVATIONS



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

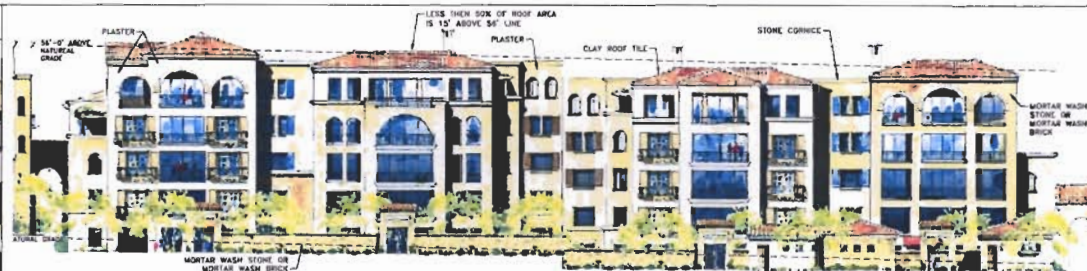
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BUILDING M & N ELEVATIONS



WEST ELEVATION



EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

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BUILDING O ELEVATIONS



NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

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PERSPECTIVE



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Location Map



CONTEXT MAP

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DATE: 11/10/2004





PARKING GARAGE PLAN



PARKING: 154
TOTAL FLOOR AREA: 72,534 s.f.



PARKING: 481
TOTAL FLOOR AREA: 215,394 s.f.

TOTAL PARKING: 635
TOTAL FLOOR AREA: 287,928 s.f.

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DATE: 9 SEPTEMBER 2005





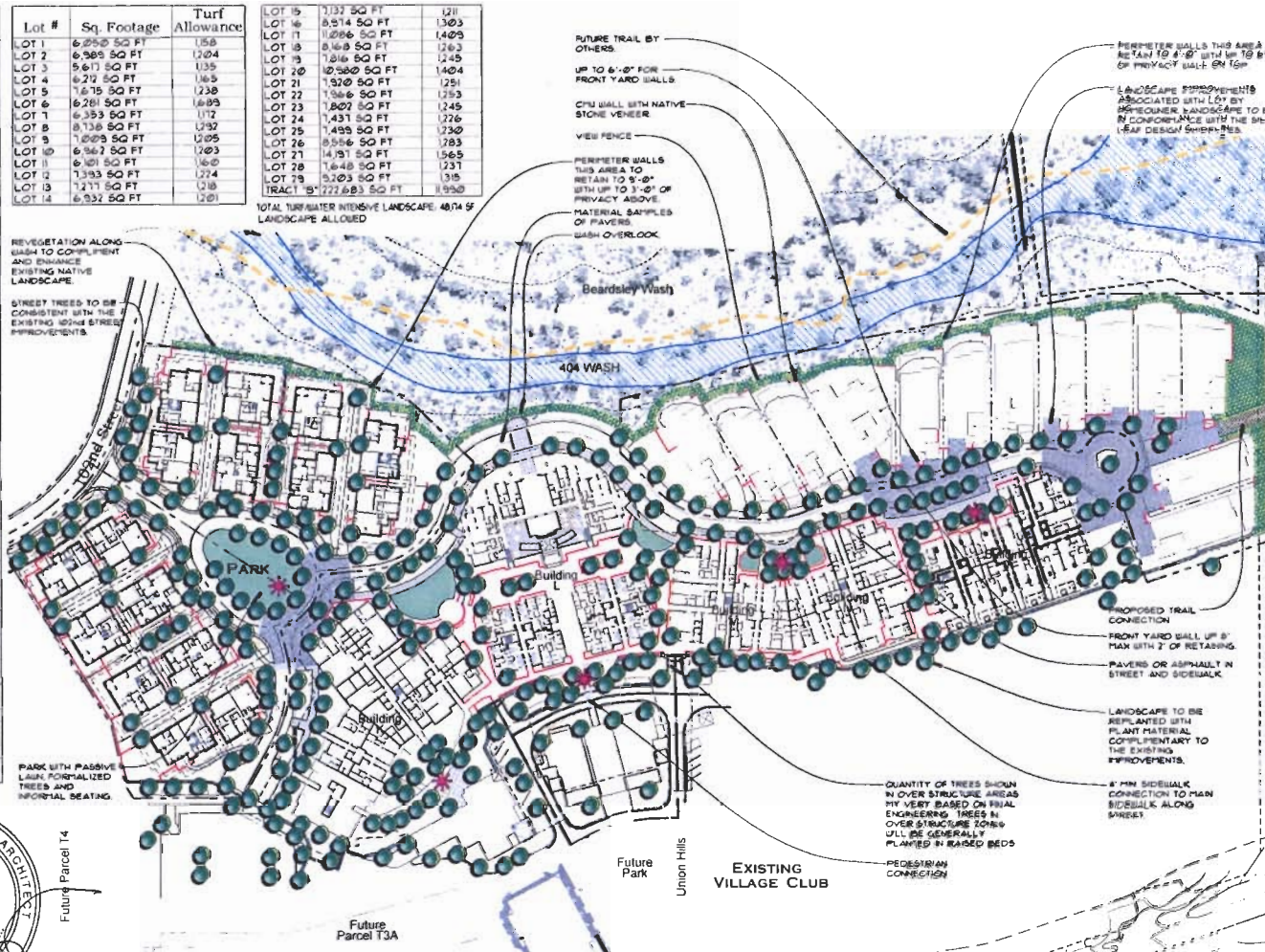
BOTANICAL NAME	COMMON NAME
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[illegible]

Lot #	Sq. Footage	Turf Allowance
LOT 1	6,255 SQ FT	158
LOT 2	6,985 SQ FT	174
LOT 3	5,617 SQ FT	135
LOT 4	6,219 SQ FT	165
LOT 5	7,675 SQ FT	198
LOT 6	6,281 SQ FT	169
LOT 7	6,353 SQ FT	172
LOT 8	7,138 SQ FT	192
LOT 9	7,005 SQ FT	195
LOT 10	6,562 SQ FT	193
LOT 11	6,401 SQ FT	160
LOT 12	7,933 SQ FT	224
LOT 13	7,271 SQ FT	218
LOT 14	6,932 SQ FT	201

LOT 15	8,512 SQ FT	1211
LOT 16	8,514 SQ FT	1303
LOT 17	11,096 SQ FT	1409
LOT 18	8,146 SQ FT	1263
LOT 19	7,816 SQ FT	1245
LOT 20	10,380 SQ FT	1404
LOT 21	7,920 SQ FT	1251
LOT 22	7,966 SQ FT	1253
LOT 23	7,802 SQ FT	1245
LOT 24	7,431 SQ FT	1226
LOT 25	7,493 SQ FT	1230
LOT 26	8,556 SQ FT	1283
LOT 27	14,813 SQ FT	1565
LOT 28	7,648 SQ FT	1231
LOT 29	7,303 SQ FT	1218
TRACT "B"	722,683 SQ FT	8,950

TOTAL TURF/WATER INTENSIVE LANDSCAPE: 48.74 SF
LANDSCAPE ALLOWED



THE PROPOSED LANDSCAPE FOR PARCEL 2A IS
CONSISTENT WITH THE LAND USE UNITS 3, 1 &
ENVIRONMENTAL DESIGN MASTER PLAN (EDMP).
THE LANDSCAPE CHARACTER WILL INCLUDE
NATURAL AND MODIFIED NATURAL NATIVE
SEMI-ARID SOILS, AND ARID LANDSCAPES.
SUPPLEMENTAL LANDSCAPE IS INTENDED TO
REINFORCE THE DESERT THEME. PLANT SELECTION
ORIGINATED AND ARRANGEMENTS WILL COMPLEMENT
EXISTING AND USES AS NATURAL VEGETATION
LAYOUT. PARK WILL PROVIDE PASSIVE
RECREATION AND PRIVATE SEATING IN A
CENTRALIZED LOCATION.

LANDSCAPE TO BE CONSISTENT WITH THE PLANT MATERIAL LISTED IN THE TOWN CENTER CHAPTER IN THE MOST CURRENT VERSION OF THE PLANNING UNIT 35.8 EOPM

WE ARE NOT TO INCLUDE IRRIGATED TREES, SHRUBS, AND CACTI

- 5' MINIMUM SIDEWALK
- 4' MINIMUM TRAIL BY OTHERS
- 4' MINIMUM TRAIL
- PLASTER WALL
- CMU WALL WITH NATIVE STONE PORTLAND CEMENT MORTAR VENEER
- VIEW FENCE
- LIST OF WORK OF PARKING LOT

LANDSCAPE IMPROVEMENTS ASSIGNED BY BUILDER/ARCHITECTER LANDSCAPE TO LOT TO BE IN CONFORMANCE WITH SILVER LEAF DESIGN GUIDELINES

"PARK DISTRICT LIGHTING"

POTENTIAL WATER FEATURE

Turf
ALL TURF WITHIN PARCEL T45 PARKS SHALL BE LARGE
ENOUGH TO ACCOMMODATE OPEN AND INFORMAL PL.
AREAS.

ALL AREAS DISTURBED BY CONSTRUCTION ALONG
ROADWAY SHALL BE PRESERVED AND SHAPED FOR NATURAL
UNDULATING CHARACTER TO BLEND WITH ADJACENT
LANDSCAPE AND PROPOSED SITE IMPROVEMENTS.
ENGINEERED PLANS SHALL INCORPORATE OVERALL
PROPOSED SHAPING CONSIDERATIONS. LANDSCAPE
ARCHITECT TO WALK THE SITE WITH CONTRACTOR AND VERIFY
SHAPING CONSIDERATIONS. SITE PRIOR TO
BEGINNING LANDSCAPE INSTALLATION. NATIVE PERMIT
PAVEMENT SHALL BE UTILIZED TO TOPRESS ALL
REVEGETATION AREAS.

ALL PERIMETER PARK AND INTERNAL LANDSCAPE IMPROVEMENTS SHALL BE WATERED BY AN AUTOMATED UNDERGROUND IRRIGATION SYSTEM MAINTAINED BY SEPARATE ASSOCIATION UNLESS NOTED OTHERWISE.

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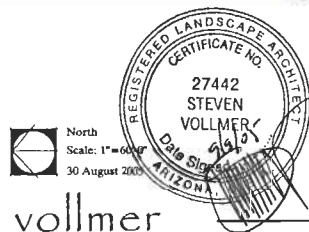


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30 August 2005
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